

Message Text

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44

ACTION EUR-25

INFO OCT-01 ISO-00 DOTE-00 NSC-10 SS-20 CIAE-00 PM-07

INR-10 L-03 NEA-11 NSAE-00 PA-04 RSC-01 PRS-01 SPC-03

USIA-15 TRSE-00 SAM-01 SAJ-01 NSF-04 SCI-06 HEW-08

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TAGS: NATO, SENV, UK

SUBJ: CCMS - ROAD SAFETY PILOT STUDY FINAL REPORT

REF: LONDON 993; STATE 17572

1. SAUNDERS, DEPT. OF ENVIRONMENT, HAS FORWARDED TO EMBASSY LETTER DATED FEB. 7, ADDRESSED TO NHTSA ADMINISTRATOR JAMES GREGORY, WHICH CONTAINS UK COMMENTS ON SUBJECT REPORT'S CHAPTER RELATING TO EXPERIMENTAL SAFETY VEHICLES. LETTER READS AS FOLLOWS:

QUOTE. NATO CCMS ROAD SAFETY PILOT STUDY

I AM NOW ABLE TO SEND YOU OUR COMMENTS ON THE EXPERIMENTAL SAFETY VEHICLES CHAPTER OF REPORT NO. 21 WHICH WERE NOT INCLUDED IN MY EARLIER LETTER OF 22 JANUARY.

WE WOULD CERTAINLY AGREE WITH MOST OF THE PRINCIPAL CONCLUSIONS, I.E. THAT THE PROJECT HAS STIMULATED UNPRECEDENTED INVESTMENT IN VEHICLE SAFETY, PRODUCED AN IMPORTANT NEW BODY OF KNOWLEDGE AND LED TO FRANK EXCHANGES OF TECHNICAL INFORMATION.

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THE PRECEDING TEXT DOES NOT HOWEVER BRING OUT

CLEARLY THE FACT THAT AT THE OUTSET THERE WERE SHARPLY CONTRASTING APPROACHES TO THE PROGRAM. SOME GOVERNMENTS AND INDUSTRIES BEGAN BY AIMING AT DEMANDING SPECIFICATIONS FOR COMPLETE ESVS, WHILE OTHERS, NOTABLY THOSE OF FRANCE AND THE UK, WORKED INITIALLY ON SAFETY SUB-SYSTEMS RELATED TO ACCIDENT DATA AND ARE NOW SEEKING TO APPLY THE RESULTS TO PRODUCTION VEHICLES. THE FIRST ESVS WERE NOT ONLY TOO HEAVY AND THUS TOO EXPENSIVE TO PRODUCE AND TO RUN. THEY WERE ALSO HIGHLY INCONVENIENT AND UNATTRACTIVE TO THE ORDINARY MOTORING PUBLIC. IT SEEMS TO US THAT WITH THE REVISED US SPECIFICATIONS BASED ON A LIGHTER VEHICLE AND TAKING ACCOUNT OF WIDER CONSIDERATIONS THAN SAFETY AND THE DEVELOPMENT OF EUROPEAN VEHICLES INCORPORATING THE SUB-SYSTEMS WORK THERE IS NOW A SIGNIFICANT CONVERGENCE OF THE TWO APPROACHES. THIS IN ITSELF MAY TURN OUT TO BE ONE OF THE MOST VALUABLE RESULTS OF THE WHOLE ENTERPRISE.

FOR OUR OWN PART WE WISH TO SEE THE EMPHASIS IN FUTURE COOPERATIVE WORK PLACED ON THE APPLICATION OF THE RESEARCH FINDINGS TO PRACTICAL SAFETY VEHICLES RATHER THAN ON THE DESIGN OF PURELY EXPERIMENTAL VEHICLES. NOR ARE WE YET SURE OF THE BEST METHOD OF ORGANIZING THE CONTINUED COLLABORATION WE ARE ANXIOUS TO ENSURE. WE HOPE TO HAVE A CLEARER VIEW ON BOTH POINTS WHEN THERE HAS BEEN FURTHER DISCUSSION IN THE EUROPEAN EXPERIMENTAL VEHICLES COMMITTEE IN MARCH AND SUBSEQUENTLY AT THE FIFTH ESV CONFERENCE IN JUNE OF THIS YEAR. WE THEREFORE THINK IT PREMATURE PENDING THE OUTCOME OF THESE DISCUSSIONS, TO INCLUDE ITEMS (A) AND (B) IN THE RESOLUTION ON P. 11.7.10. IF (A) WERE TO BE INCLUDED, WE SHOULD LIKE TO SEE LINE 1 DELETED AND THE FOLLOWING INSERTED: INNER QUOTE. TO CONDUCT COLLABORATIVE RESEARCH INTO PRACTICAL SAFETY VEHICLES AND . . . END INNER QUOTE. UNDER (C) ON THE FOLLOWING PAGE WE SHOULD LIKE TO MAKE THE LAST ITEM, I.E. DEVELOPING MODALITIES, ETC., THE FIRST.

I AM SURE THAT YOU WILL APPRECIATE THAT THERE ARE REAL ISSUES HERE WHICH REQUIRE FURTHER DEBATE AMONG THOSE DIRECTLY INVOLVED AND THAT NO USEFUL PURPOSE
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WILL BE SERVED BY ATTEMPTING TO SWEEP THEM UP IN THE CONTEXT OF THE CCMS PLENARY. UNQUOTE.

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